



Official and Classified ADVERTISEMENTS

Continued from Page 15

ENGINES WANTED

WANTED, two sets hand operated mechanical controls for DCC type reverse gearboxes, used on Peter JVW engines and BMC engines, single lever operates clutch and gear. Complete gearboxes considered. Liepcombe and Hessey, Victoria Road, Beccles, Wiltshire, BA4 1JL.

WANTED marine engines, particularly Lister and Potters 10-40hp, air or water cooled, cash paid, we collect. Severe City Boats, Blackpool Wharf, Worcester, telephone: 0905 5474.

WANTED
GARDNER/KELVIN & ALL BRITISH MAKES OF MARINE DIESEL ENGINES
Required with or without start gear.

Interested in offers of all other makes and types. Top cash prices paid. Immediate collection and payment.

R. E. Tren & Co. Ltd., Bawtry Road, Flintringham, North Doncaster, Yorkshire. Tel: Doncaster 770203 Telex: 547239

WANTED Gardner, Kelvin, other engines, marine or land. Immediate cash payments. Tel: 64 High Street, Fraserburgh, tel: 2280.

WANTED Lister JP2/3 any condition. Also diesel generator, can collect. Telephone: Faversham 5296.

MARINE engines wanted, all types. Also anchors and chains. Telephone: St. Fergus 307.

PUBLIC NOTICE

Notice to Mariners
SHELL EXPRO'S GASLINE TERMINATION
Current work on the St. Fergus/Brent Gasline has now ceased for winter months. The end of laid down section of the pipeline is on seabed at following position: 59° 48' 56.4" N 0° 08' 06.7" E.

Which computes to following Deco co-ordinates.
CHAIN BC NORTH SCOTISH
CORRECTED OBSERVER COMPUTED GREEN (1) D 47.87

OBSEVED DECOMETER READING
CORRECTED OBSERVER COMPUTED PURPLE (1) F. 67.48

OBSEVED DECOMETER READING
CHAIN OF BURGEN CORRECTED OBSERVER COMPUTED

RED (1) E. 15.81
(C-D) + 0.18

GREEN (3) F. 46.04
(C-D) + 0.18

OBSEVED DECOMETER READING
CORRECTED OBSERVER COMPUTED PURPLE (1) G. 67.08

OBSEVED DECOMETER READING
CORRECTED OBSERVER COMPUTED PURPLE (1) G. 67.08

OBSEVED DECOMETER READING
It should also be noted that attached to the end of the pipeline is 1000 feet of 3" dia. wire rope lying on sea bed on a bearing of 037° from pipeline.

NOTICE TO MARINERS

ROCK DUMPING ON SHELL EXPRO'S GASLINE

We intend to carry out rock dumping in an additional area located at chainage 13.8 Kilometres on the Flora Gasline. Mainland BC co-ordinates are Green Purple HB23.2, as well as our present chainage Km. 4.8 to Km. 6.3 which is equivalent to Deco H82.47. The barge "Avenging" has left the location and all future dumping work will be carried out by barge "Frans". Work will be suspended between December 23rd, 1977 and January 3rd, 1978 with dumping and submersible inspection continuing in January, 1978.

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Semi-display £3 single column continuous, £7.50 s.t.
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Vessels For Sale and Situations Vacant 13p per word
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All other classifications 12p per word.
Six or more insertions 10p per word.
All ads under 7 insertions MUST BE PREPAID
Telephone by noon MONDAY or write:
Classified Advt. Dept., Fishing News, 110 Fleet Street
London EC4A 2JL

BOAT BUILDERS

RUTH RHATH BUILDING CO.
Builders of timber, 14-30ft. Launches
6ft. 20ft. open boats, 12-18ft. ex
engine. Upfitters, Kirkcudbright
Telephone: 0597 30177

RICHARD McRATY Boat
builders, orders now being taken for
25ft. 30ft. 36ft. square sterned
motor launch and cabin boats.
Upfitters, Inverness. Tel: 0463 21121

TOFT, Steel MYVs
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specifications. Tel: 0463 21121

VICTORY, Boat, 16ft. 18ft.
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and boats. Tel: 0463 21121

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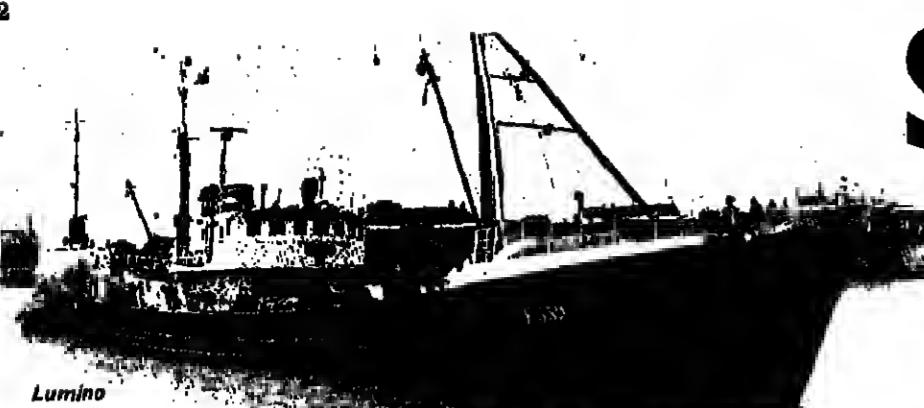
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Lumino

wesmar news

CHART RECORDER COMES WITH SS230 SONAR

WESMAR's R60 chart recorder is standard equipment with the SS230 low frequency sonar. Targets displayed on the sonar CRT screen are also recorded by the chart recorder. This provides additional information about target density and improves target location at longer ranges.



WESMAR's new R60 chart recorder has the added benefit of the SS230 sonar.

ADVANCED SONAR SYSTEM FOR GREEN FIELD

WESMAR's dual sonar system has become an important part of the Green Field's fishing equipment. The latest model, known as Green Field and Green Isle II, is of Armstrong, Northern Ireland. Victor Chambers was a pioneer of midwater trawling in the late 50's and has been a leader for such advances in fish finding gear ever since.

The Green Field, like its sister ship Green Isle II, has the most modern electronic gear, which gives it added flexibility on the fishing grounds. Tom Stephenson, the capable skipper of the

Green Field, has devised a new fishing technique in which he uses one of his low frequency sonars along with the WESMAR SS230 high frequency unit.

Stephenson uses one of his low frequency units to locate the schools of herring or mackerel. At the same time, he sets the WESMAR SS230 at about 15° to pick up the schools with the other unit. The narrow sonar beam of the SS230 makes it ideal for detailed definition of targets at close range.

In addition, Stephenson uses the

WESMAR SS230 low frequency sonar as an excellent backup sonar should the SS230 fail. The sonar is mounted on the fish deck. This gives him complete assurance that he will be able to operate effectively for the available fish.

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As we pointed out last week, the vexed question of fishing off Norway is of paramount importance and the stalemate in Brussels this week, makes the prospect of a deal look even more slim.

Mr. Silkin was right to reject the idea of fishing plans being implemented which would rule out any enforcement on North Sea fishing and also sweep aside the demands for a domino British preference.

On the other hand, the danger of Mr. Silkin's proposal for yet another standstill on fishing is the very thing that has provoked the Norwegians into making threats about clearing EEC boats from her waters altogether.

EEC talks with Norway are due to resume next week and all along Brussels sources have intimated that a deal could only be on if there was a settled Common Fisheries Policy. We are nearer to that since the previous talks in November.

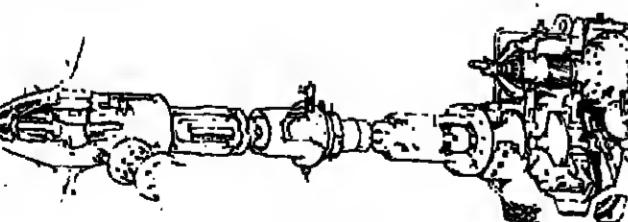
Knowing the present state of disillusion with Britain in Brussels, there must now be real fears about the EEC's resolve in trying to placate Norway.

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SPRAT FACTORY FOR GRIMSBY

GRIMSBY owners, managers and agents Tom Sleigh (F.S.) Ltd. will get their own sprat processing scheme underway with the expected arrival in Grimsby next week of the Danish factory trawler *Lumino* (E 559). The 430-ton Esbjerg vessel is to start processing fish for the 22-strong local fleet of sprattrawlers.

Lumino is expected to stay in Grimsby until the winter sprat season ends in four or five weeks time.

The 20-year-old factory trawler has a capacity of some 600 tonnes and this will be more than doubled by using storage tanks in two batches.

The emulsified fish are transhipped in a tanker for the final phase of processing in Denmark.

One question mark has been over the siting of the storage barges within the fish docks complex. Sleigh had to wait for a Dock Board decision over the berths and permission has now been given.

The Grimsby firm has taken this step due to pressure from the local fleet for an alternative market when the port's fish meal plant announced it was unable to cope with more than 100 tonnes of sprats a day.

This restriction led to queues of vessels — even though more than half the Grimsby fleet is based at North Shields. Some vessels were in dock over three days and others even found they got a quicker turn around by steaming to Denmark to unload.

Many skippers felt the Grimsby meal company was letting down the local fleet by giving other sources priority over sprat landings.

Last week Sleigh transhipped almost 250 tonnes from the sprattrawlers Somontha, Tino and Ellen into the Danish klyndyker Centouri (E152) in a stonewall move to increase sprat landings.

Drivers for the fish meal company blockaded the sprat jetties where the transfer was to be made with vehicles. The men parked their cabs and trailers in an arc around the quayside and a local fish

merchant's trailer, brought in by Sleigh to transfer the fish, was buried until representatives from Sleigh got the men to leave.

The fish are being offloaded into a trailer for weighing over a weighbridge and are then tipped on to a quayside shoot and into the holds on *Centouri*. The carrier then sets sail for Denmark.

Grimsby Fish Meal Co. has offered vastly improved arrangements for sprats, due to the shortage of white fish oil and unmarketed from Cornwall, and some boat continued to land to it.

However, most skippers are now pledged to Sleigh's Anglo-Danish venture despite a payout slightly below the £17 per tonne offered by the meal company. They feel they will get more trips in landing to *Lumino*.

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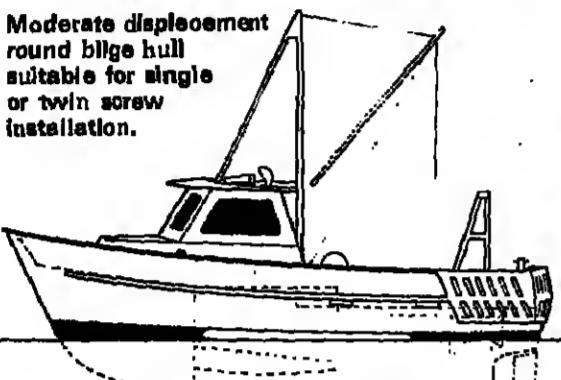
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FREWARD MARINE

Freward 35 hulls and superstructures are supplied for completion as fishing, angling or general purpose craft



Moderate displacement round bilge hull suitable for single or twin screw installation.

LENGTH ... 36 feet
BEAM 13 feet
DRAFT 4 feet
SPEED 8 to 14 knots



Internal framework Standard. Hull moulding weight approximately 4000lbs. Ultra volume hull. Wide after deck provides large operating platform.

Freward 35 Mouldings are produced in the modern Lloyd's approved factory of Robert Ives Ltd.

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NOW IN Fraserburgh harbour for final completion is the latest boat from the J. and G. Forbes yard — the 74ft. 'Altair'. The wooden trawler has a 21ft. beam and

is powered by a Kelvin 600 hp diesel. She has been designed mainly for bottom and mid-water trawling and will be skippered by John P. Duncan who will work her

mainly out of Lerwick, Shetland. She is to go on trials in about two weeks time. Full report and pictures in *Fishing News* soon.

EEC VESSELS PROP UP GRIMSBY

ONLY SUBSTANTIAL landings by EEC vessels propped up Grimsby's flagging fish markets as the Humber port struggled last week to make do with a handful of indifferent muddle and near water trips from its own fleet.

The local effort slumped to an abysmal 3,860 kts landed for the complete week; a figure only given a little respectability when boosted to the final tally of 7,841 kts by 3,972 kts brought in by an armada of small vessels from Belgium, Holland and Denmark.

The supply situation was further aggravated by a shortage in overland supplies due to the national fish shortage and bad weather.

More and more merchants were forced back on to frozen supplies, but these stocks are now dwindling at an alarming rate. Nor was there any consolation from the sight of the Icelandic cargo vessel, *Goda Foss*, discharging some 100 tonnes of frozen cod, haddock and plaice only a stone's throw from the pontoon, in an adjacent commercial dock. Most of this fish was destined for Humberside's frozen food producers.

Earlier *Tam Grant* (Sk. Bob Sinclair) had chalked up £11,692 from 361 kts of fish after another 13-day trip.

The January gales virtually washed out anything

special from the local anchor-

seiners and from five landings

Jubilee's *Nyborg* (Sk. Bjarni Glesen) came out on top with £3,270 from 74 kts of large North Sea cod.

Pride of place from the

Gales

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Jubilee's *Nyborg* (Sk. Bjarni Glesen) came out on top with £3,270 from 74 kts of large North Sea cod.

Pride of place from the

foreign landings went to the Danish-registered *Dane Hanne Gasher* (Z 711) which set a new Humberster all-comers sector record of £15,211 from a huge 388-kit real catch.

Other big earners were *Sammenverkning* (E 638) in

£13,723 from 393 kts then

Sleight of Driess (E 60) £11,819 from 368 kts then

Chapman's and the Belgian

trawlers *Atlas* (Z 418) and

Falton (O 313) on £1,200

from 376 kts and £1,300

from 381 kts up to *Richardson's*.

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Sleight of Driess

LOCHIN MARINE

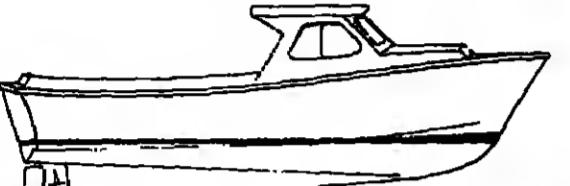
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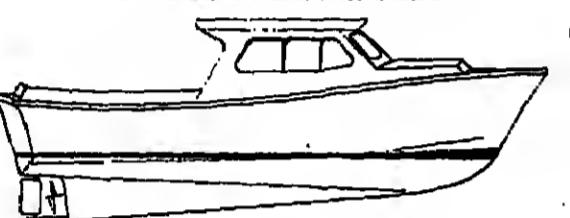
Moulded in GRP under ideal conditions to exacting standards, the Lochin "33" hull and superstructures are truly versatile.

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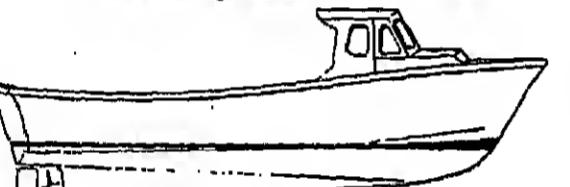
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Designer: Robert Tucker, A.R.I.N.A.

(Please state which version interests you and whether you require details of part fitting out or a completed vessel).

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First pout box fine —£5,000 'MISTAKE'

EXPORT REFUND

A DANISH skipper has been fined £5,000 for being caught 1,300 yards inside the North Sea pout box conservation area in the first

prosecution under the order.

Karen Gronborg, skippered by Kaj Morten Christensen, was intercepted by the fishery protection ship

RMS Jersey and escorted to Berwick, Shetland, where he admitted fishing inside the 21,000 sq. miles prohibited area.

He was fined £5,000 and another £250 on a second charge which he also admitted — carrying a net with an under-sized mesh.

Sheriff Alasdair Macdonald told him: "I have taken into account that this is the first prosecution under this new order; that you were only slightly inside the prohibited area; and that your navigation could perhaps not be expected to be as accurate as that of HMS Jersey."

No export refund is payable on frozen cod fillets. The other rates of export refund and destinations remain unchanged. However the Commission has decided to exclude Yugoslavia, Norway, Sweden and the Faroe Islands at least from the list of destination qualifying for the export refund for frozen whiting marketed from May 1, 1978.

The policy of this court with regard to illegal fishing remains unchanged — heavy penalties have been sanctioned by Parliament for the protection of fish stocks, and they will be imposed.

I advise all skippers to regard this as an exceptional act of leniency.

"The policy of this court with regard to illegal fishing remains unchanged — heavy penalties have been sanctioned by Parliament for the protection of fish stocks, and they will be imposed.

I point out that the order contravened is non-discriminatory and applies to British as well as foreign skippers.

It is for the benefit of all."

Sea Cobra — like the rest of the Boston fleet at Lowestoft — is named after a type of aircraft. She was launched by Patricia Hazell, wife of the owners' bank manager.

Workers at Richards' Southwold yard lined the quayside as she slid down into the River Yare. Then they went back to work on two similar trawlers being built there for Boston Deep Sea Fisheries — the last of four on order for the Lowestoft fleet.

Sonar

Features of Sea Cobra include improved sound insulation in the crew quarters to minimise engine noise, sonar and the engine fitted forward and the net store off, leaving the midships section clear for fish handling and storage.

Her sister-ship, **Boston Sea Vixen**, made her maiden landing of 386 kits at Lowestoft on the same day after being built through a force nine.

The first kit was sold to Birds Eye buyer, Terry Syrett, for £80 and the money was promptly handed over to the Lowestoft Fishermen's Widows' and Orphans fund. Her catch made £10,414.

Watching her catch come ashore was Boston company chairman, Sir Basil Packes. The first kit was sold by David Laws, Boston's senior salesman.

Not only do various parts of the UK have stocks of differing sizes, growth-rates and accessibility, they are exploited in varying degrees and are endangered by different factors which include proximity to Continental ports.

South Devon whelks, for instance, are now harvested so ridiculously small that they are getting a bad name; but, because there is neither a minimum size nor any security for those who transact stocks to good grazing grounds, everyone takes all they can.

Scottish whelks are bigger, despite their slower growth, because they are relatively less heavily exploited.

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BEERFIGHT — MAN JAILED

A WORTHING fisherman has been jailed for 18 months after stabbing his partner with a gutting knife after an argument in a pub.

Nigel Harland, (43) was found guilty of wounding Martin Osborne, (29) of Worthing at Chichester Crown Court. Mr. Osborne had to spend four days in hospital with a collapsed lung.

Another fisherman, Peter Doly, also of Worthing, said he saw Mr. Harland sweep round and stick the knife just under Mr. Osborne's armpit.

His earnings over the last three trips stand at over £13,000.

THE GRIMSBY inshore trawler Victory set up a new port earnings high for her class on Tuesday last week with a £5,547 grossing after an 11-day trip on the inshore grounds off Mablethorpe on the Lincolnshire coast.

Skipper George Reader, using the Coast 100 ft. Concord inshore trawl, brought in 167 kgs of cod and codlings which was quickly snapped up by fish-hungry merchants for a kit average of £33.21.

Victory, formerly *Pocem in Terra*, is now owned by underwater diving and explosives consultant Tom Walkley.

His earnings over the last three trips stand at over £13,000.

'Victory' sets new high



£13M CATCH FOR SOUTH-WEST

BOATS FISHING from Westcountry ports earned a massive £12,987,000 last year — almost double the 1978 figure.

Plymouth, the main winter base for visiting purse and trawlers from northern ports, Scotland and Ireland, took a hefty £5,089,000 share of this total and was far and away the top port in the area.

Next came Newlyn / Penzance (£3,368,000), River Fal (£2,191,000) and Brixham (£1,902,000).

The figures reflect the growing importance of the Westcountry as a fishing area. In 1976 the total earnings for the area were just £3,767,000 and this had jumped to £17,210,000 in 1977.

Last year mackerel landings doubled from 50,000 to 100,000 tons.

A break-down of the 1977 figures show that Plymouth's total earnings came from 80,230 tons of demersal, 510 demersal tons (£2,237,000) and 100 tons of shellfish (£4,000).

In 1976 Plymouth just topped the league, with 18,438 tons bringing in £2,518,000 — just ahead of Penzance — Newlyn where 13,318 tons earned £2,222,000.

Brixham was third with 5,575 tons (£1,624,000) and the River Fal with 7,215 tons (£785,000).

Billingsgate

JANUARY sees the first wild salmon of the season arriving in the market: net-caught from Southern Irish rivers and rod-caught from the Tay and other Scottish rivers which have early opening dates. Prices reflect the scarcity and also the publicity value of serving the 'first salmon of the season'. But the £8 a lb. of the opening days soon drops to more realistic levels.

It is interesting to speculate on what effect farmed salmon will have on the market for wild fish. Some four years ago the first Marine Harvest fish started arriving and several merchants had a go at selling them. However, they were up against the conservation of the retailers — or was it their customers that contrived to equate the spottiness of those fish with sea trout and kept the prices down to those levels? This depression below expected returns, and union-imposed restrictions of sales elsewhere, caused Unilever to pull out of Billingsgate and concentrate on a flourishing export trade.

The gap was filled with Norwegian Mowi fish, handled by Smithers and Skinner, which was less spotty but was affected over the next few years by the falling pound.

Now, it is no longer alone in the field. Two of the traditional salmon factors regularly offer farmed fish from Scottish sources. While those on sale at H. Berger and Sons are from a newly-formed company, Johnny Ringshaw of Grant and May is the London agent of a Scottish firm long established in catching and marketing wild fish. And a very good product they are.

Apart from smaller heads (which must be plus factor) and just a sprinkling of black spots, these fish appear to be little different from good wild grilse.

What is needed now, by wholesaler and retailer alike, is the will to exploit the supply flexibility of farmed fish to fill the gaps in the arrival of wild fish. This would convince the restaurateur that the availability of salmon extends beyond the September close.

Quality standards must be maintained — and the image of farmed salmon generally will fall if, as Johnston's of Worcester did recently, boxes of damaged fish, bitten and bruised by some predator, are sent to market.

WFA rate changes

CHANGES in White Fish Authority and Herring Industry Board loan rates are now as follows:

Vessels under 80 ft. and new engines are: up to 5 years, 10½ per cent; 5 to 10 years, 11½ per cent; 10 to 15 years, 12½ per cent; 15 to 20 years, 13½ per cent. The rates on advance made before January 21, 1978, are unchanged.

FISHGRAPH K

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WITH a highly successful year behind it, the Peterhead fleet was quickly back into full swing when the market re-opened after the New Year break on January 6. There were big landings of 6,828 boxes from 46 boats after some crews had sailed during the holiday.

Again catching the Apeldoorn net, and the limelight was the 71 ft. Wick seiner *Boy Andrew 1* owned by Skipper Norrie Bremner. She put ashore a catch of 500 boxes which included 206 of cod.

Another good landing of 445 boxes, including 350 of cod, came from the 86 ft. Hopeman seiner *Acacia Wood* (Skipper Alec Jeck). Many vessels had lost no time in getting to sea at the beginning of the year end, in fact, quite a number had sailed on New Year's Day — traditionally one of the main holidays in Scotland.

Despite stormy weather a lot of vessels enjoyed good catches in early January.

The 75 ft. Hopeman seiner *Mary Croan* (Skipper Tom Sutherland) — top seiner working out of Peterhead last year with a grossing of £345,000 — made an excellent start to 1978. On January 7 she landed 412 boxes and was back in again on the 17th with 440 boxes (320 of cod).

One of the biggest landings of the month had been 580 boxes from another Hopeman seiner, the 86 ft. *Supreme* (Skipper Inner McPherson).

Some smaller boats were also getting among the fish end, on the 17th, the 40 ft. *Jasper* sold 140 boxes which had been caught in one day.

Pairing

Two Peterhead vessels have continued pair trawling for white fish during the winter. The 86 ft. steel vessel *Morning Dawn* and *End*, under skippers David Morgan and John McLean, put ashore a combined catch of 925 boxes of good mixed fish and realied in the region of £22,000 between them.

They had soiled seven days before end, despite the stormy weather, managed some steady fishing.

These two vessels have done consistently well at the white fish pair trawling using

make satisfactory catches.

Peterhead pair trawlers currently working sprat out of North Shields include the foursome *Sherana*, *Starcrest*, *Ugievale II* and *Faithful II*, Hopeman seiner *Acacia Wood* (Skipper Alec Jeck). Many vessels had lost no time in getting to sea at the beginning of the year end, in fact, quite a number had sailed on New Year's Day — traditionally one of the main holidays in Scotland.

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Mackerel

Only two Peterhead boats are now taking part in the mackerel and sprat fishing off south-west England.

The 86 ft. pair trawler *Amethyst* is working in partnership with the Fraserburgh boats *Qui Vive* and *Sceptre*, while the purse trawler *Morning Star* is fishing in company with the Gardenstown vessel *Flowing Tide*.

Just before Christmas

Fishing News went aboard *Amethyst* in Plymouth and Skipper John Buchen said that they were selling good catches of pilchards for human consumption. He also added that the vessel's Rappi fish pump fitted earlier in the year is working very well.

Several other Peterhead boats went to the West Country in the autumn but later moved back north, some to the Minch herring fishing end others to Peterhead for the seine net fishing.

The Minch herring fishing

picked up a bit in January and some boats were able to

when the vessel comes home towards the end of March.

Morning Star has been fishing for about 16 months.

She has been designed by

Tynedraft Design Ltd. and was originally ordered from Bowrwick Shipyard. Following the bankruptcy of this yard, Skipper Duncan had the partially completed vessel hauled in Peterhead where he employed local firms to complete the work.

She will be the first vessel to be fitted with a Kvaerner RSW system in a UK

shipyard, although about 14 similar installations are in use or under order for the Scottish purse seine fleet.

In addition, *Morning Star*

is to be fitted with a steel

shelterdeck extending from

deck house to whaleback,

while the hatches for the

RSW tanks will be carried up

to shelterdeck level and fitted

with aluminium covers.

The purring gallow will be

repositioned on top of the

shelterdeck and the bulwarks

of the deckhouse are to be

heightened by some two feet.

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he employed local firms to

complete the work.

This number includes

vessels under construction

and also several existing boats

which are to be fitted with the

system. The Glasgow firm of

Scandinavian Marine Sales

Ltd. is sole agent in the UK

and Elro for Kvaerner in

Norway.

When the vessel comes home

towards the end of March.

Insulated with

polyurethane, the three steel

tanks will have a total capacity

of 120 tonnes and occupy

the whole of the new 20 ft.

workshop.

Work is just about to begin on prefabricating the new midships section containing the tanks, so that it will be ready for putting in place

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Ways to catch whitebait

"LAST NOVEMBER the channel here often appeared full of whitebait."

"If the same thing happens this year, we went to find out whether we can catch them in worthwhile quantities."

"Apparently two boats used to do so with stow nets but we were told we could not work such nets in our boat which is only 28 ft. long. Nevertheless, any information on stow nets, how they are worked, and on other methods of catching whitebait, would be most welcome."

"I know two men who worked stow nets successfully from a 30 ft. boat for many years, so boat size should not present problems."

"But the setting and hauling of such nets call for a high degree of skill. If you have no one to teach you how to handle one, it is best to try other catching methods initially."

"A stow net is a tapering box net up to 180 ft. long, usually made in four sections joined along the selvagedge."

"The leading section is made of large mesh netting, and succeeding sections of netting with meshes of diminishing size. The cod-end consists of very small mesh netting or woven material."

"A stow net's rectangular mouth is opened and closed by two wooden baulks or spars about 20 ft. long, which are attached to the headline and footline. The net is constructed so that the baulks will fit anything up to 30 ft. apart when the net is fishing."

"Stow nets are worked from boats anchored in a tide-way. You first moor the boat with an anchor of great holding power and attach a bridle from the anchor chain to each end of both baulks."

"Guys are led from the bow of the boat top to the outer ends of the upper baulk to prevent the mouth of the net from slewling. The body of the net streams under the averse of the boat."

"Hauling commences when the tide eases or the cod-end and big bag are thought to be full."

"The mouth of the net is then closed by hauling the lower baulk close up to the upper one and then working the net forward by means of sleeves passed round it."

"When sleeves are reached, special bag-splitting devices are used to help lift heavily-handled weights of fish on board and then release them from the cod-end."

"But before buying the necessary equipment and learning about catching methods, you must first assess the whitebait potential in your area."

"Whitebait can also be caught in floating trawls, with beach seines in the type of stake net and in modest quantities — with a device which can be used either in the form of a trawl or stake net."

"However, using a floating

Sheathing supplier

"I HAVE AN open lobster boat which has developed long cracks in some of the planks after being out of the water for some time."

"I thought of sheathing it with glass fibre but have learned that since the bottom is tarred, it would not adhere properly."

"Years ago I used a company called Black Rubber Sheathing on a hull in a similar condition, with satisfactory results."

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John Burgess' Log



M. Gibbs, Sandhills, Russell
Road, Shepperton-on-Thames, Middlesex.

It is now supplied by Great
Watts Marine Compositions
Ltd, of the same address.

For hauling use an axle

"I HAVE obtained quantities for four different types of belt-driven and hydraulic capstans suitable for a boat used for trawling and netting."

"The price of each and every one of them is far too high."

"I have been told that it is possible to make a belt-driven hauler out of a car's front axle."

"It is made of very small mesh nylon netting and has a relatively long funnel leading to the cod-end."

"It is made by R. & B. Leakey, The Sutcliffe House, Settle, North Yorkshire."

Data on an old drifter

"I WANT AS MUCH information as possible about the herring drifter *Starlight Ray* in order to make a scale model of her."

"She had a wooden hull and was powered by a steam engine. Her registered number was 14121 and she was fishing between the two wars."

"Please suggest where I can obtain such information."

"The Curator of The Scottish Fisheries Museum, St. Ayles Harbourhead, Anstruther, Fife may be able to supply the necessary information."

"When sleeves are reached, special bag-splitting devices are used to help lift heavily-handled weights of fish on board and then release them from the cod-end."

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Disassemble the hanks down to the end of the axle or in which the hub remains. Remove oil from this end, except the oil plate.

Take a paper rubbing of the hub plate, send it to the manufacturer of capstan heads and ask him to send one which will fit the plate. When this is obtained, bolt to the hub plate.

Then get a V-pulley of appropriate size and a V-belt. The V-belt should be enough to stretch round both pulleys plus a turn. Afterwards, bolt the pulley on to end of the plate.

Take the unit and load it determining the exact position where the bottom end has to be bolted to the engine bed and to it temporarily. Clean inside of the case the inside of the thwart and set the unit so that the capstan head will be in the required position.

Now unbolt the lower unit and take your unit ashore. Take the measurement (the axle is 12 in. or under) at a single bracket to ensure at the right height for bolting it to the thwart.

If it is over 12 in., widen brackets at an angle of about 30 degrees and then stick.

Take the unit on board again. Bolt the lower unit to the engine bed and ageing bracket or bracket the thwart. Fit the belt.

Finally, fit the jockey pulley for taking up slack in the belt and operate capstan head.

Capstan heads are available from Irons Ltd, The Foundry, Wadebridge, Cornwall, Marshall Osborne & Co, Ltd, Tuckfield Telford, Shropshire, Frank Knights (Shipwrights) Ltd, Ferry Quay, Wells, Suffolk.

Both V-belts and V-pulleys can be obtained from J. H. Farmer and Co, Ltd, Hull, North Humberside.

It is now possible to buy a belt-driven hauler out of a car's front axle.

If you follow these instructions you will have a good hauler.

Firstly, take a track axle, preferably from an old 10 hp car as it will be of suitable size and weight. Then take it to pieces completely.

Remove one half shaft and track the differential by welding. Weld the small planet gears to the differential housing.

Now having the axle ashore, go on board and decide on the most suitable position to install the capstan. It is most important that warps lead to the centre line of the capstan hub.

You then have to measure the height from the engine bed to the desired position of the capstan head. Measure the distance from the position of the upright half shaft ending (joining differential to track hub) to the centre line of the hub.

"I suggest where I can obtain such information."

"They differ from boat to boat, as they are made of sprung-laminated stainless steel instead of brass, bronze or ordinary steel."

Calculate the size of pulley required to be fitted to the pinion drive shaft of the axle, in order to give desired reduction of revolutions at capstan hub.

(Standard reduction of pinion drive through differential is 3:1. If, therefore, you have a 1 in. power take-off pulley on the forward end of your engine and you were to fit a 12 in. diameter pulley to the pinion, you would get a further 3:1 reduction at the capstan hub.)

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FISHING NEWS

Boats will have to go—Ministry

ADJUSTING TO a new pattern of fishing in the future will mean contracting the British fishing fleet.

It is quite clear that opportunities in third country waters will not be anything like the level they have been in the past, MAFF Fisheries Secretary, Mr. J. G. Kelsey, told the Department of Trade and Industry sub-committee investigating the fishing industry last week.

There will also be changes in the way the rest of the fleet operates, but this should not affect their capacity.

Asked if anything was being done to get the distant water fleet working on longer range operations, Mr. Kelsey

said that the industry had not shown much interest.

However, he pointed out that there has been some involvement with Australia and New Zealand through joint ventures, and some discussions with Argentina.

This lack of interest in long range fishing was underlined by Mr. M. J. E. Fretwell.

Fears about the effect on

assistant under-secretary of state at the Foreign and Commonwealth Office. He said that the EEC were negotiating deals with West African countries for fishing rights. With the British not interested, these negotiations were mainly taking place for the benefit of Italy.

He added that these countries could look forward to even further reductions in their catch.

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